

What Is Claimed Is:

1. A method for regulating the state of charge of an energy accumulator for storing electrical energy in a vehicle having a hybrid drive unit, a motor vehicle in particular, including an internal combustion engine and at least one electrical machine which can be coupled or are coupled to a power train of the vehicle, wherein a state of charge (SOC) of the energy accumulator (28) is regulated as a function of the vehicle's velocity (v).
2. The method as recited in Claim 1, wherein a setpoint value of the state of charge (SOC_{setpoint}) is lowered with increasing velocity (v).
3. The method as recited in Claim 1 or 2, wherein the setpoint value of the state of charge (SOC_{setpoint}) is lowered by a value which corresponds to a likely charge to be received by the energy accumulator (28) during the vehicle's deceleration from its instantaneous velocity (v_{actual}) to a standstill.
4. The method as recited in one of the preceding claims, wherein the setpoint value of the state of charge (SOC_{setpoint}) is predefined by a characteristic curve which is dependent on the velocity (v).
5. The method as recited in one of the preceding claims, wherein the setpoint value of the state of charge (SOC_{setpoint}) is lowered by a value which is proportional to the vehicle's velocity (v).
6. The method as recited in one of Claims 1 through 4, wherein the setpoint value of the state of charge (SOC_{setpoint}) is lowered by a value which is superproportional to the vehicle's velocity (v).
7. The method as recited in one of the preceding claims, wherein the setpoint value of the state of charge (SOC_{setpoint}) forms an input variable of a strategy for operating the internal combustion engine (10) and the electrical machine (12).
8. A vehicle having a hybrid drive unit, a motor vehicle in particular, including an internal combustion engine and at least one electrical machine which can be coupled

or are coupled to a power train of the vehicle, as well as an energy accumulator for storing electrical energy and a charge controller for regulating a state of charge of the energy accumulator,

wherein the charge controller (30) regulates the state of charge (SOC) of the energy accumulator (28) as a function of the vehicle's velocity (v).

9. The vehicle as recited in Claim 8,
wherein the energy accumulator (28) is a battery or a capacitor and can be operated with a changeable state of charge (SOC).
10. The vehicle as recited in Claim 8 or 9,
wherein the energy accumulator (28) is an NiMH battery.
11. The vehicle as recited in one of Claims 8 through 10,
wherein a measured value of the vehicle's velocity (v) can be applied to the charge controller (26).